

From boatanchors@theporch.com Fri Jun 2 12:24:44 1995
Date: Fri, 2 Jun 1995 07:24:44 -0500
Message-Id: <199506021220.NAA07985@aith.chemeng.ed.ac.uk>
From: Jack Ponton <jwp@chemeng.ed.ac.uk>
Subject: RE: ? Enamel Copper Wire?

I thought I'd throw my 1.21 pence (2 cents) worth in since I once had something to do with coating processes.

In principle it's very easy; you just pass the wire into a bath of sticky liquid, then pull it out (vertically), maybe providing a bit of heat to help set or cure the coating. The speed at which you pull the wire out determines the thickness of the coating.

In practice there's lots of both art and science in getting the coating the right thickness and applied evenly. If you're going to heat it, this must be applied all around the wire. So a hair dryer won't do; radiant heaters placed all around the wire are usual. A lot of money gets spent on doing this job right.

Good luck if you want to try to MAKE coatings, but personally I wouldn't dream of USING home made coatings in a high voltage application!

Jack

From boatanchors@theporch.com Fri Jun 2 14:39:07 1995
Date: Fri, 2 Jun 1995 09:39:07 -0500
Message-Id: <2FCF4C03@vax-flcgr.stpete.honeywell.com>
From: "Hansen, James K (FL40)" <Jim.Hansen@stpete.honeywell.com>
Subject: RE: ? Enamel Copper Wire?

>Good day to all!

> I've been known to wind up some transformers to repair old rigs
>with burnt-out windings and I've got some questions that I hope someone
>'out there' can answer.

> Most recently rewind : A power transformer for a Zenith 755, late
>1930's model I found in a roadside dump while "plinkin'" with a .22 . AM
>Radio with 2.5v filaments at 13 amps! Tube compliment: 56's, 58's, 59's.
>Yep...it lives and sounds great! (Thanks to KB8TAD fer the schematic...)

> Have any of you priced a small piece of enameled copper wire? It
>is EXPENSIVE! But, I can get a roll of 500' of #12 or #14 bare copper wire
>for around \$30.00 or so at the local electrical supply house.

> Now the BIG QUESTIONS...

>1. Have any of you adventurous types ever tried to enamel your own copper

>wire? 2. Does anyone have a formula for a good coating of copper wire?
>3. How is it done at the factories where they make it?
>
>Any other info would be appreciated!

Unless your time isn't worth anything, \$30 is quite reasonable! Even if your time isn't a factor, I bet you wouldn't want to redo the same transformer again.

To properly insulate a piece of copper wire is not a trivial task. For a reliable transformer you need the insulation to be able to withstand very high temperatures and to be tough enough not to be damaged during the winding process. These characteristics are not attainable with commonly available enamels and such.

Unless you need a very light gauge wire, you may be able to more reasonably purchase a small quantity from a shop which rewinds electric motors.

Based on my experience in Reliability, Failure Analysis, and also having rewound electric motors and transformers - - I wouldn't even consider trying to insulate my own wire, and I'm about as cheap as they come (If you don't believe it, just ask my wife)!

Jim Hansen
WD0DIA
jim.hansen@stpete.honeywell.com

From boatanchors@theporch.com Sat Jun 3 04:54:19 1995
Date: Fri, 2 Jun 1995 23:54:19 -0500
Message-Id: <199506030451.AA08302@cruz.com>
From: Bill VanAlstyne <bill@cruz.com>
Subject: A couple R-390A questions

First, thanks to Jack, WB8BFS, for the info that original, pristine R-390A manuals are available from NTIS for \$30. Sounds worthwhile to me. Also appreciate the other offers received of copies, etc... Think I'll go for the new manual. Now to a couple questions --

One of the first things I discovered when I opened the radio up was that one of the slugs in the 2-4 MHz section had come unglued from its lifter, which seems to explain why the 2-4 MHz bands are dead. :) Gluing it back together should be easy with a little epoxy, once I get the slug out of the inductor, where it has sunk down to the point of relative inaccessibility -- so how to get the slug out? I've thought of a number of hare-brained approaches to this, but thought I would ask first of my betters. I really don't want to damage it, and don't know how fragile it is; otherwise, I'd just experiment.

Second, I'm wondering what people have had success with in the loudspeaker department. The audio output is 500 mw at 600 ohms, if I remember correctly. As Steve pointed out to me, I could just get a line transformer and drive a small speaker directly... Is this what is usually done? Does this provide enough audio? Do I want a "hi-fi" type speaker, or one with deliberately limited frequency response? How big? You get the idea; I know nothing. :)

TIA for any ideas...

Bill, N6FN
bill@cruz.com

From boatanchors@theporch.com Fri Jun 2 15:08:44 1995
Date: Fri, 2 Jun 1995 10:08:44 -0500
Message-Id: <Pine.BSI.3.91.950602104816.745A-100000@laurel.us.net>
From: Tony Stalls <ras@us.net>
Subject: Re: Aircraft Restorers

On Wed, 31 May 1995, Henry van Cleef wrote:

> I have kept silent thus far, but I have some very strong
> feelings about all this bashing of aircraft restorers going on.

Hank and all,

I'm apparently either to blame for raising the hackles of some folks, or responsible for bringing an issue out that probably needs to be addressed. Whichever the way you look at it, I feel as if I need to respond as I believe that there's a good bit of over-reaction going on. As a prologue to my remarks, I quote from KD0HG's post:

"I must agree with the comments of Tony Stalls and others regarding some of the vintage aircraft restorers/aviators. I had been trying to stay out of this discussion, but my own personal experience with them indicates that a certain percentage of that group could best be described as arrogant... (etc.)"

First, I don't recall any categorical "bashing of aircraft restorers going on." Bill, KD0HG, said "some of the..." and "a certain percentage of..." and I believe that I only addressed what I had been told about what the vintage aircraft people do (I believe by Sam Heavener) and the attitude I encountered with the Warbirds guy in England who suddenly cut me off when

I asked about addressing the subject to the group.

- > First of all, there is a very big difference between restoring
- > an old tube radio and using it, and restoring an old airplane
- > and flying it. That issue is "smoke." Engine failure on
- > takeoff can kill you in a hurry.

No argument there, but I have to wonder why anyone in their right mind would remotely consider leaving the ground with an engine and airframe that aren't airworthy. If its design isn't reliable, or the engine hasn't been overhauled and properly maintained, the aircraft should stay on the ground.

- > More importantly, radio equipment from the WW II era is not
- > only obsolete, but it is completely incapable of operating at
- > the frequencies required for communication or of using the
- > principal navigational aids.

Again, no argument there, but if the aircraft isn't original, it's not a restoration, but instead it's an airframe refurbishment to make something that looks like the original item. There's no reason that a truly restored aircraft needs to be flown in anything but an exhibition flight in fair weather and you don't need SOTA navigational gear for that. Beyond that, I would think that doing anything beyond would be unnecessarily risky.

- > I think that for people who are in one hobby to bash those in
- > another as a bunch of rich greedy bastards is extremely
- > shortsighted.

Once again, I agree, but nobody did that. There was no blanket indictment of the restoration crowd. However, there have been enough complaints of arrogant behavior that suggest that perhaps Bill's reference to "a certain percentage of that group" might suggest that the number is not a single digit.

- > I know people in both hobbies who have more money than brains.

Don't we all! ;^)

- > But I know a lot of people who have thrown thousands of dollars
- > of sweat equity, and not a few hard dollars of their own, into
- > both hobbies. The great majority of people who do the work in
- > antique aviation are people who are by no means "rich," and who
- > are willing to devote time and energy without hope of any more
- > return than to see an old bird take to the air again.

The worth of a restored and flying vintage aircraft, notably a WW2

warbird, is in probably at least in the six figure range. I know very few people with enough disposable income to spend more on a toy than a majority of the population makes as their total income in several years.

I don't believe that the hangers-on who do a lot of the work don't believe are really the ones that we're talking about here in most cases. Policies and attitudes are more likely to originate with the ones who perceive they're running the show because they're the ones who are paying the big bills.

For example, how about something like, "I have a half-million bucks sunk into this baby and I'll gut this \$200 radio if I want to, so screw a bunch of low-rent radio nuts!"? Maybe the hypothetical quote is a bit stronger than real life (or maybe not), but I believe it makes the point that those of us that have been critical have been talking about.

> You might find that the people who put time and effort into old
> airplanes, warbirds included, are an interesting lot, not "the
> enemy" as much of the discussion here seems to have been
> characterizing them.

Again, I don't believe that anybody has characterized the whole lot that way. In fact, my only face-to-face experience with these folks has been with volunteer restorers at the NASM's Garber Facility in Suitland, MD. They were certainly very nice folks across the board.

Hopefully as an epilogue to all this, I don't think there's a soul among the Boatanchor crowd that doesn't feel as I do about the thrill of seeing one of these old warbirds flying over. Citing a personal experience, the B-25 that did the flyover at Jimmy Doolittle's funeral last year went over my house at about 200 feet. (I'm only about 5 miles from Arlington Cemetery.) I heard it coming at a distance and recognized a distinctive sound that I haven't heard in years. I dropped what I was doing and immediately ran outside. It was a marvelous sight!

Gee whiz folks... I think we're over-reacting and it seems to be feeding on itself. Except for their blasphemous destruction of the radios, who cares if some of the restorers and/or refurbishers are jerks? However, as my parting shot at those who are, bless Sam Heavener for jacking up the prices to them! :-)

73,

Tony
K4KY0

<ras@us.net>

From boatanchors@theporch.com Fri Jun 2 15:12:45 1995
Date: Fri, 2 Jun 1995 10:12:45 -0500
Message-Id: <Pine.BSI.3.91.950602110105.745B-100000@laurel.us.net>
From: Tony Stalls <ras@us.net>
Subject: Re: Aircraft Restorers

On Thu, 1 Jun 1995, Ray L. Mote, W6RIC wrote:

> Tony:
>
> I'd prefer you didn't take my comments on this topic
> personally. Usually, I wait until there have been a number of
> posts by a group of people before firing a salvo "across the
> bows" in an attempt to offer a counterpoint to a specific
> argument being made. In re-reading my post, I can see that
> there are a number of places where I could have been a bit less
> inflammatory and a bit more polite; my apologies if I've upset
> anyone.

Ray, I went back and reread your posting in response to my comments, but I don't see anything that I consider inflammatory. All I saw was your having earnestly stated your point of view. Speaking for myself, I don't see anything at all wrong with that and I can't see where any apology is called for.

As for my taking your comments personally, I was only responding with my perspective and I certainly hope that mine weren't offensive to you as no offense was meant. The only time I seriously take comments personally is when they're either deliberately insulting or someone tries to belittle or lecture me. Fortunately that has happened only twice since I've been associating with the BA list folks and I dealt with it by simply ceasing having anything further to do with those individuals.

73,

Tony
K4KY0

<ras@us.net>

From boatanchors@theporch.com Fri Jun 2 22:36:59 1995
Date: Fri, 2 Jun 1995 17:36:59 -0500
Message-Id: <MAILQUEUE-101.950602173317.288@vilas.uwex.edu>
From: "Terry O'Laughlin" <OLAUGHLIN@vilas.uwex.edu>
Subject: Arc, arc, arc

> Somebody else mentioned the EICO 720 CW rig. A friend in
> high school had one. It vaporised the function switch one day
> with a loud, blue arc across what used to be some contacts.

I've seen this same problem in a couple of Johnson Rangers. They used a quench circuit to keep the arcing down on the underated function switch. When the quench capacitor gets old, you lose your function switch. The first Ranger with this problem came with a baffling drive problem. Someone up the hamfest ladder had rewired the function switch in a misguided attempt to make the rig function without the burned-off function switch contact. It took me quite a while to figure that one out. On both units, I mounted a new contact with 2- 56 hardware. It's a bear of a job, but much easier than replacing the function switch.

I've owned a bunch of Johnson equipment and that's one of the few weak points I've ever seen. They didn't cut many important corners. (If the dial has 160m and the guts don't, big deal!)

73s Terry O'

From boatanchors@theporch.com Sat Jun 3 02:25:43 1995
Date: Fri, 2 Jun 1995 21:25:43 -0500
Message-Id: <Pine.3.89.9506022251.A658516405-01000000@wmich.edu>
From: X90GALBRAIT1@wmich.edu
Subject: Re: Arc, arc, arc

On Fri, 2 Jun 1995, Terry O'Laughlin wrote:

> used a quench circuit to keep the arcing down on the underated
> function switch. When the quench capacitor gets old, you lose your
> function switch. The first Ranger with this problem came with a

Terry,
Which ones are the 'quenchers'?! I'm doing a recap soon and will include those along with a good cleaning and DeOxit job.

From boatanchors@theporch.com Sat Jun 3 03:22:14 1995
Date: Fri, 2 Jun 1995 22:22:14 -0500
Message-Id: <MAILQUEUE-101.950602221249.320@vilas.uwex.edu>
From: "Terry O'Laughlin" <OLAUGHLIN@vilas.uwex.edu>
Subject: Re: Arc, arc, arc

> Which ones are the 'quenchers'?! I'm doing a recap soon and will include
> those along with a good cleaning and DeOxit job.

My manual isn't close at hand, but as I recall it had at least one
end connected to the function switch and had a very high working
voltage, something like 4 or 5kv. There aren't many of those in the
set as I recall. I can check my manual if you like.

73s Terry O'

From boatanchors@theporch.com Fri Jun 2 21:06:21 1995
Date: Fri, 2 Jun 1995 16:06:21 -0500
Message-Id: <Pine.SUN.3.91.950602155521.5489A-1000000@ncrsun7>
From: Kevin Anderson <anderson@ncrsun7.ncr.usace.army.mil>
Subject: BA military schematics

There are some very nice looking schematics becoming available
on ftp.hereford.ampr.org!!! Not that they are fully readable
(will always be some trouble with that given resolutions), but
nice to look at nonetheless and useful.

There is something about a BA schematic with tubes on it that
it seems like a work of art and something I can look at over
and over just for the appreciation of it.

For some reason I don't find the same joy in modern radio
schematics if they are heavily based on ICs and other solid
state stuff -- I guess I don't like triangles and blocky
rectangles as much as I like circles. :-).

Thanks Jack, et al. for the scanning. Now for some front-panel
pictures to go with the schematics, but then you are already
busy.... Thanks!!

Cheers/73. Kevin, KB9IUA

(So what is a BC-222 R/T??)

Kevin L. Anderson, CENCR-PD-W, U.S. Army Corps of Engineers
Rock Island District Office, Planning Div.-Waterway Systems
Rock Island, Illinois 61204-2004, USA phone:(309) 794-5586
e-mail: anderson@ncrsun1.ncr.usace.army.mil

Opinions expressed here are my own and do not represent the
U.S. Army Corps of Engineers or the Federal Government.

From boatanchors@theporch.com Sat Jun 3 04:03:46 1995
Date: Fri, 2 Jun 1995 23:03:46 -0500
Message-Id: <85373.ddillman@igc.apc.org>
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: BAs/Museums in Germany/Netherlands?

I'm about to depart on a business trip that will take me to Germany
(Hamburg) and the Netherlands (Amsterdam). Does anyone have any advice on
sources of BA equipment of radio-oriented museums in either location that
should be visited?

Thanks...

Dick Dillman
"If I Can Lift It I'm Not Interested"
<ddillman@igc.apc.org>

From boatanchors@theporch.com Sat Jun 3 05:37:08 1995
Date: Sat, 3 Jun 1995 00:37:08 -0500
Message-Id: <Pine.3.89.9506030755.A26877-0100000@inet.uni-c.dk>
From: MEC <danmec@inet.uni-c.dk>
Subject: Re: BAs/Museums in Germany/Netherlands?

The German LUFTWAFFE Museum is just north of Hamburg and is supposed to
have a fair amount of the radio's used during WW2. It is in UTZEN, a
suburb , but I have not been there.

There is a swap meet /fleemarket in Bielefeld/Altneuh on 11/6. details
from K.H.Lange Tel 0521-331061.

You need to rent a car to go there from Hamburg. But on the Autobahn with
no speed limits that is a piece of cake !

In Holland call Jan Wolthuis at 5990-14051. He may be able to help with

suggestions.

The big Central European do is in Friedrichshafen 23-25 June. This is the closest thing to Dayton, outside USA !

Have a nice trip. 73 Rag OZ8RO

On Fri, 2 Jun 1995, Dick Dillman wrote:

>
> I'm about to depart on a business trip that will take me to Germany
> (Hamburg) and the Netherlands (Amsterdam). Does anyone have any advice on
> sources of BA equipment of radio-oriented museums in either location that
> should be visited?
>
> Thanks...
>
>

Dick Dillman
"If I Can Lift It I'm Not Interested"
<ddillman@igc.apc.org>

>

From boatanchors@theporch.com Sat Jun 3 11:06:27 1995
Date: Sat, 3 Jun 1995 06:06:27 -0500
Message-Id: <9506031103.AA06243@red-eft.la.ca.us>
From: Harris Boldt Edelman <hbe@red-eft.la.ca.us>
Subject: Re: BAs/Museums in Germany/Netherlands?

Not strictly radio-oriented: in Hamburg, the Telephony Museum.

I don't know whether it's still open, what would now be on display if it were, nor what its present name would be. In 1970, when I was there, it was the Deutsche Bundespost Telephony Museum (or, perhaps, Telecommunications Museum; this detail is hazy after 25 years).

This was a treasure-trove of German telephone subscriber, central office, trunk switching, and some radiotelephone, radio point-to-point, and broadcast relay and transmitter equipment.

Much of the landline gear was operational on a local network inside the museum, and use by visitors was encouraged. They had gear on display spanning the entire history of German telecom. The functional gear was, as I recall, from 1949 onwards.

The curator, a genial OM who, if I'm not mistaken, was also the historian of Deutsche Bundespost Fernmeldewesen (DBP Telecom), was hanging around the morning I was there. He caught the fascinated gleam in my 17-year-old eyes, engaged me in conversation, and we spent some two hours swapping what tales we could about telecom infrastructure, practices, and history in Germany and North America.

I had been in Germany for only a couple of days, having chosen to stop over in Hamburg enroute to then-West Berlin, where I was to begin a year as a high-school exchange student. What I learned about the German telephone network in the course of my morning at the museum earned me a few incredulous, "How do you know this?" questions in the course of that year. By now, I've forgotten much, and a good deal of what I do remember is obsolete.

When telephone service was restored later in the year between West and East Berlin--not yet via direct-dial; rather, via a handful of manually-switched circuits in a "long-path" routing through points in the BRD and the DDR--I felt an odd thrill in having a common bond with some of the operators, through my having been shown how to work the same types of consoles at which they sat as they ID'ed with the remarkable, "Berlin, hier spricht Berlin!" ("Berlin, this is Berlin.").

It was rather like the thrill I get nowadays from listening to the remaining professional radiotelegraph ops, outclassed by them as I am (it's been a few years since I last had my 32S-3 couple my shoulder to the sky. :-)

-Harris KB6OWB <hbe@red-eft.la.ca.us>

From boatanchors@theporch.com Fri Jun 2 15:26:27 1995
Date: Fri, 2 Jun 1995 10:26:27 -0500
Message-Id: <199506021523.KAA21769@cushy.eecs.nwu.edu>
From: Norm Flasch <flasch@cushy.eecs.nwu.edu>
Subject: Re: Ben Cohn

>
> to: boatanchors@theporch.com
>
> Hello Bill.
>
> AT LAST!!! Somebody besides me who remembers Surplus Row on S. Michigan
> Avenue in Chicago!
>
> (stuff deleted)

> Tom, K9TA
>

I remember S. Michigan Ave. Surplus stores also. There were a

couple of these just west of the loop as late as the late 70's, I believe. When I was 13-15 years old, my parents would bring myself and a still good friend to these stores and just let us shop. I recently sold the BC-603 I got there years ago. What a neat place. Thanks for refreshing my memory. I still have a strait, millitary issue key I purchased there. As I recall, my interests began to change at this time to girls and cars. I don't recall driving there after I got my license!

--

Norm Flasch flasch@eecs.nwu.edu Northwestern University
Electrical Engineering and Computer Science

From boatanchors@theporch.com Fri Jun 2 20:29:07 1995
Date: Fri, 2 Jun 1995 15:29:07 -0500
Message-Id: <"Macintosh */PRMD=MOT/ADMD=MOT/C=US/"@MHS>
From: Don_Burns-EPUR01@email.mot.com
Subject: Ben Cohn???

Ben Cohn??!

I used to get lost in his place all the time when I went to 22-2300 S. Michigan as a kid. We used to haul stuff back up to Union station on the CTA, then take the Burlington (or maybe it was CB&Q then) out to home Western Springs!! I still remember hauling a six foot rack home that way! I'll never forget that grin on his toothless face :-). Got a lot of good stuff there. Are any of these places still there, or has that area been razed too? It was pretty much a war zone the last I remember of it which was 25 years ago.

A few months ago I met a guy down here in Ft Lauderdale who has a little surplus place called Kal-Tech Electronics. The place is run by a little old guy named Maury Kalb who claims he used to run one of those south Michigan places, but I can't remember the name now. Tom, maybe he is "Mutt"?

Yikes, I just remembered it! "Majestic"!

--

Don Burns K4GHD	\	Motorola E-Mail: epur01
Motorola Inc.	\	Internet:epur01@email.mot.com
North American Radio Systems Divn	\	Voice: 305-723-5518
Plantation, FL U.S.A.	\	Fax: 305-723-4343

X.400: /c=us/admd=attmail/prmd=motorola/g=don/s=burns/ddt=id/ddv=epur01/

From boatanchors@theporch.com Fri Jun 2 23:22:39 1995
Date: Fri, 2 Jun 1995 18:22:39 -0500
Message-Id: <009914A7.137A3380.9@ouvaxa.cats.ohiou.edu>

From: post@ouvaxa.cats.ohiou.edu
Subject: Dayton R-390 follow-up

Ohio University Electronic Communication

Date: 02-Jun-1995 07:22pm EST

To: Remote Addressee (_MX%"boatanchors@theporch.com")

From: Richard Post
Services POST

Dept: Instructional Media
Tel No:

Subject: Dayton R-390 follow-up

A few weeks ago, I queried the group on advice for the R-390 that followed me home from Dayton as my heaviest receive anchor to date. Yep, the seller said it worked. (He didn't say which part ;-). The first problem was a broken "C" clamp which had caused the worm gear to migrate and the coupling to the crystal oscillator chassis to disconnect. Had no manual but saw the settings on the oscillator after pulling the sub-chassis. Clever, marking those screws green.

Second problem was an intermittent short in the IF deck and an almost frozen bandwidth selector switch. Found a bit of braid too close to a terminal. Used (no flames please) some RShack TV-tuner clean on the bandswitch. I figure if it's good enough for TV tuner frequencies, it should be fine at IF. I've had no "sticky mess" or other problems in the 10 years I've used it.

After this treatment, it's working rather well. Outperforms my Sangean 803 on shortwave and seems very steady on SSB reception. Checked those 47 ohm resistors in the power supply and found them on the mark as was the 180 volt B+. Changed the former owner's retrofit power cable to a proper 3-wire. Found the top part of the chassis AC-in fuse holder (the exposed metal part that you can touch while the fuse is out and the cover off) to be connected to the input side of the AC, apparently from Collins factory days, so switched the input AC lead to the bottom of the fuse holder. (Not that I would change fuses while it was plugged in but the next owner might. And that might be my kid. The situation is aggravated with the 3 wire cord.)

Also used an old toothbrush and a tube of gel (teflon lubricant also from RShack) sparingly on its "teeth".

Finally found and photocopied a manual for the radio in the local government documents library. Will attempt some alignment now that I have the instructions. The radio is about 3 Kc's off at the high end on all the bands I checked. Will make sure the PTO is tracking first.

Have been running it at about 105 volts from a variac to minimize heat as much as possible.

Any further advice for things to look out for or check? By the way, is there a cross-reference of TM and TO manual numbers to military BA devices somewhere? Such a list would have made the hunt for the manual a bit easier.

Thanks es 73 de Rich KB8TAD <post@ouvaxa.cats.ohiou.edu>

Received: 02-Jun-1995 07:25pm

From boatanchors@theporch.com Fri Jun 2 16:57:01 1995
Date: Fri, 2 Jun 1995 11:57:01 -0500
Message-Id: <Pine.SUN.3.91.950602094707.22631B-100000@crl111.crl.com>
From: Steven Wilson <randyw@crl.com>
Subject: EF Johnson Viking I

I have a Viking I that has been modified per factory from the expensive final tube to 6146's. I have been thinking about parting it out. The variable caps in it are worth more than the transmitter. If you need a modulation transformer, power transformer or some other part from a Viking I let me know and i will give you a price. No case available.

It could be restored missing several tubes, I do have manual. Been stored for about 12-14 years so has a lot of dirt and would require a lot of work to put back on the air. de stan ak0b
e-mail via randyw@crl.com

From boatanchors@theporch.com Fri Jun 2 20:14:21 1995
Date: Fri, 2 Jun 1995 15:14:21 -0500
Message-Id: <199506022011.QAA05470@mocha.eng.umd.edu>
From: Philip Gwynne McCoy <dgnova@Glue.umd.edu>
Subject: F80

TO: BOB
To: Bob NA4G
From: Phil W3SAK
You don't own me anything

>From: rdkeys@unity.ncsu.edu
>Subject: Re: F80
>To: dgnova@Glue.umd.edu
>Cc: rdkeys@unity.ncsu.edu (Bob Keys)
> To: Bob NA4G at rdkeys@unity.ncsu.edu
> Subject: fortran for CP/M

>p.s. What do I owe you for the favor, or should I just return the favor
down the road?

You don't owe me anything

From boatanchors@theporch.com Fri Jun 2 17:06:14 1995
Date: Fri, 2 Jun 1995 12:06:14 -0500
Message-Id: <199506021702.NAA20989@ccc01du.unity.ncsu.edu>
From: rdkeys@unity.ncsu.edu
Subject: Re: files LM directory

>
> Hi Bob, I looked in the incoming directory. empty let me know when
> you have uploaded them and will give the system a test.
> de stan ak0b
>
>

RE: the Boatanchor On-Line Manual for the Model LM Frequency Meter

OK, I just put it up, for beta testing and comments by the Boatanchorites.

The files are in csemail.cropsci.ncsu.edu, login zworker, password
boatanchor. This is a temporary site for a few days, until it
the manual passes muster and gets moved to the BA archives by Jackatack
the FireBottle man. If it passes muster, then others can take it and
run with it for adding other manuals (like who will do the BC-221
manual next?).

Try them and see if it makes sense and works. The source should compile
on unix, and the dos myroff.exe file is there. I have a version up
on CP/M but not ported to the unix archive yet. I am working on the

finishing touches to the LMCALIB program for recalibrating the LM and BC-221 meters, and that will maybe be ready by next week after some midnight polishing this weekend. If this works, we also need the ARC-5 and TCS manuals for starters, and then branch out from there.

Bob/NA4G

From boatanchors@theporch.com Fri Jun 2 12:35:29 1995
Date: Fri, 2 Jun 1995 07:35:29 -0500
Message-Id: <Pine.SUN.3.91.950602052534.4997A-100000@crl5.crl.com>
From: Steven Wilson <randyw@crl.com>
Subject: Re: Hallicrafters

I have a S-20R with the optional external S-meter I would like to find a new home for..... It is in excellent condition. It works and has a very good appearance. I believe it is worth \$125 or better. Anyone interested e-mail to randyw@crl.com.

I am looking for a nice R-390A to purchase. Willing to take a non-working unit if it is in good to excellent mechanical condition.

I also have a NC-98 with speaker and a Stoddard NM-20A I am thinking of selling and/or trading. I have ran out of room in the basement and need these like a hole in the head including the R-390A....

Regards de stan ak0b

From boatanchors@theporch.com Fri Jun 2 14:55:02 1995
Date: Fri, 2 Jun 1995 09:55:02 -0500
Message-Id: <199506021451.HAA18258@ix3.ix.netcom.com>
From: w0ogh@ix.netcom.com (Larry Godek)
Subject: Harvey-Wells

I recently found a Harvey-Wells AR-1 low freq receiver. Really nice for its age, whatever that it. It covers from 200kc to 400 kc, single band, meaning no bc coverage. Any know when this thing may have come into existance? It was used in small acft undoubtedly, however WHEN, and whatever else anyone can share would be appreciated.

Thanks

Larry W00GH@ix.netcom.com

From boatanchors@theporch.com Fri Jun 2 20:11:12 1995
Date: Fri, 2 Jun 1995 15:11:12 -0500
Message-Id: <PMX-TERM-2.02-bsm2ee1-thaake-206>
From: thaake@bsm2ee1.attmail.com (thaake)
Subject: RE: Knight

Gang,

The hoopla with Knight brings back many memories as I too owned a number of Knight Kit goodies. What got me started on them was that I got my first decent job thanks to Allied Radio and access to the kits plus healthy employee discounts made me a Knight Kit junky.

I loaned my last Knight Kit, the SWR meter to a novice friend many years ago. He has since moved to the right coast apparently with meter. Durn good meter too. Anyway for all the goods I sold, packed stocked, whatever it seems to me there were indeed some "factory assembled" Knight Kits that passed through my hands. Now if I could only remember which ones they were.....

I still have some of the catalogs I think stashed at my parents house, maybe even some of the "hardcover" versions that were occasionally available. I'll look for any comments on "assembled" versions.

Tim WA0TSY
thaake@bsm2ee1.attmail.com

From boatanchors@theporch.com Fri Jun 2 22:12:43 1995
Date: Fri, 2 Jun 1995 17:12:43 -0500
Message-Id: <9506022210.AA16550@ihurry.ih.att.com>
From: Michael.J.Knudsen@att.com
Subject: RE: Knight

Now I remember, in Wheaton IL there's a little Ham/SWL shop run by a couple of OT OMs, one of whom worked for Allied/Knight and I think he told me he did some of the circuit design on the R100 even!

Next time I stop in I'll ask about the "high end" Knight kits, like did any ever go out the loading dock.
Sure wish I had those old catalogs today. The pages full of Collins KW-series weren't too bad-lookin' either. --mike k w9nrd

From boatanchors@theporch.com Fri Jun 2 21:38:25 1995
Date: Fri, 2 Jun 1995 16:38:25 -0500
Message-Id: <"d0a50-y0000000000*"@MHS>
From: RICHARD_HUMPHREY@hp5200.desk.hp.com
Subject: RE: Knight Kit

Ah yes, I'm recalling my run-ins with Knight as well. My first exposure was in grade school (1962?) when I kept looking at the receivers in the ham equipment section of the Allied catalog. Hammarlund. 18 tubes! Wow, that must be one hot receiver.

My dad finally decided I was hooked on electronics and he was going to have to spring for something. He looked at the prices and turned to the Knight Kits. He pointed out the Ocean Hopper as maybe a good starting point. I was horrified. "It doesn't even have a proper dial! What can you do with that???"

We finally compromised on a Star Roamer, which I assembled and he soldered. It worked ok, although the performance was about what you'd expect for a very bare bones circuit. No RF, one IF, no BFO. I still have it. Maybe I'll restore it when the backload of real radios shrinks. ER article? Heaven help us.

Then my dad decided to equip his truck and the house with CB. Still remember his license, KRA6255. CB had them, back then.

I built the Knight Kit Safari (?) 23 channel tube-type base XCVR, as well as one of their SS mobile rigs. The Safari rig was their 'best'. The receiver used a nuvistor in the RF amp, and a whole lot of tubes for the rest of the circuit, all crammed in a case that got sizzling hot in spite of plenty of vent holes. Keep a fire extinguisher handy.

The 6CW4 nuvistor is a triode, and in an RF amp, should be neutralized. Well, I think Knight Kit neutralized it, but to no avail. That SOB receiver would oscillate on some channel or other regardless of how I dressed the leads. When it wasn't oscillating, it was very sensitive, about 0.1 uV as measured by the local CB shop.

I finally solved that bug by drilling a hole in the top of the case and leaving an alignment tool in the RF tuning adj. Change channels, tweak the RF stage for minimum oscillation. Simple!

Somebody else mentioned the EICO 720 CW rig. A friend in high school had one. It vaporised the function switch one day with a loud, blue arc across what used to be some contacts. Now that I think about it, I also had one for a short time. I remember the power transformer was very underrated. I think that was typical of Eico. I could follow the keying by the whump, whump, whump coming from it. Our hs electronics lab had some Eico scopes. The trannys in those things failed

quite regularly. If you're gonna collect Eico, collect several parts rigs for the iron! Cheeeeeeeeeep stuff!

Richard

N6NAE

From boatanchors@theporch.com Fri Jun 2 15:15:22 1995

Date: Fri, 2 Jun 1995 10:15:22 -0500

Message-Id: <199506021514.AA06089@cruz.com>

From: Bill VanAlstyne <bill@cruz.com>

Subject: Knight T-50

I have to jump in here and de-lurk on this Knight T-50 thread, because I have a T-50 story as well...

I bought this rig before I ever had a Novice license, probably in about 1960 at the age of 13. It was a joy to put together... 6AG7 crystal oscillator, 807 final, plate tank circuit with ceramic-form output coils, real quality stuff. A really solid, time-proven design. And I did a painstaking, careful job assembling it. But I still didn't have a ticket!

I ended up lending it to a "friend" who had gotten his ticket but didn't have a rig. When I got my first Novice ticket about a year later, however, I had all but lost track of the guy I had lent it to (you're naive when you're 13!), and built myself a rig, from the sheet-metal chassis up, with a single-tube 2E26 crystal oscillator and a tank coil wound on a toilet-paper core. (Well, that's a time-proven design, too, in a different way.) I eventually replaced the 2E26 with a 6146 to get more power out of it. (Yes, a barefoot 6146 crystal oscillator!) *Most* of my crystals stood up to that... But I digress.

Anyway, I finally located the T-50 and got it back around the time I got my General ticket in 1963, but now I wanted to go VFO and I didn't have any money for the Heath or Knight VFOs, so I scrounged an old Army surplus rig that had been hacked thirteen ways from Sunday and which was basically acting as a VFO (whatever its original mission in life had been, I'll never know)... Well, I ran it into the 6AG7 stage as a buffer, and the bloody thing actually worked! I used it on 20 meters CW for a couple years, until I graduated from high school, working close to a CW DXCC with it on a 20 meter dipole...

I don't know whatever happened to it, but I *think* I eventually tore it down and used the chassis to build a higher-power linear amplifier on, a project which never came to fruition... So no knobs, sorry. :)

Bill vanAlstyne, N6FN

From boatanchors@theporch.com Fri Jun 2 13:27:16 1995
Date: Fri, 2 Jun 1995 08:27:16 -0500
Message-Id: <950602132158_71333.144_DHQ62-1@CompuServe.COM>
From: don merz <71333.144@compuserve.com>
Subject: Literature FS

For Sale: RADIO MAGAZINES AND LITERATURE

CONTACT: Don Merz, N3RHT: 47 Hazel Drive, Pittsburgh, PA 15228.
412-234-8819 (weekdays, EST or leave a message anytime).
71333.144@compuserve.com

CQ 87, 88, 89, 90, 91, 92: \$6 per year

73 1962 - 1980 complete. Mint original condition. \$115
Includes all the following issues:
5/62: The WOHKF Receiver Anthology listing (no photos) of all ham receivers made since 1930 w/introductory year and price.
3/63: Receiver Buying Guide NOT JUST FOR 1963--this review tries to cover all popular ham receivers ever made. With photos, specs, years of production, original list price and 1963 used price. This is a must-own reference.
4/63: First HF SSB Transciever special issue. Nice.
10/63: Wayne Green's Annual Buyers Guide covering only gear that was available at that time. Descriptions and photos everywhere. Great coverage of everything you can think of. Excellent!
4/65: The second 73 HF SSB Transciever special issue. Big, crisp photos, specs and descriptions.
4/67: Review of HF SSB Receivers, Transmitters and Transcievers. Specs, descriptions, photos, the works. Excellent.
12/68: Transciever Review Issue with photos: SB-101 thru KWM-2 and everything in between.
12/69: 1970 Amateur Radio Buyers Guide. Short descriptions but great photos. Nice coverage of accessories.
4/71: The FM Marketplace. All the early FM VHF mobile and HT gear is pictured and described...back in the days when Japanese manufacturers didn't dare put their own names on the rigs.

AMSAT

NEWSLETTER 29 issues covering volume 4, #3 through Volume 11, #4. (not complete). 1972 - 1979. Several neat extra early AMSAT promotional brochures. As-new condition. \$12

VARIOUS HAM AND WIRELESS LITERATURE, "HB" = HardBack

Radio Handbook, 9th edition, 1942: Good: \$14

RCA Radio Service News. I have about 10 issues starting with Volume 1 number 1 (1934) and going through Volume 3 (1937). This is a newspaper format trade paper that runs about 12 pages per issue. Pictures of sexy vamps from radioland are usually featured on the front page and referred to as performing on one or other RCA-sponsored radio show. Nice amateur station photos (featuring the RCA ACR-136, etc), neat promotions for "spiderweb" antennas. Great tube introductions (the 800 is featured in one issue). These are really fun reading. Trade for stuff on my WANTED list above or make an offer.

Antique Wireless Association Annual Review Volume 1. Mint. Out of print. Trade for AWA Review Volumes 2 or 5 or ????

International Code of Signals, American Edition, Volume II, 1931.

Published by U.S. Navy Department Hydrographic office: XIT=Airship, YHR=Airship has caught fire!--Great stuff! Trade for ???

1961 Radio Amateur DX Guide by H. J. Nelson. Published by Radio Amateur Call Book, Inc. Very good. \$9

"Tuning in On A New World" brochure published by Condensite to promote their Celoran line of panel materials. It's an introductory kind of How-To brochure covering 1 to 5 tube set construction. With schematics. Good condition. About 1924. \$7

ICS Radio Operators Handbook, 1924, 1st Edition. HB: \$20

Practical Wireless Telegraphy, Elmer Bucher, 1921, SPARK!, HB: \$33

Sams Ham Antenna Construction Projects, 1963, 1st Edition: \$5

World Radio/TV Handbook, 1987: \$4

73 Vertical, Beam and Triangle Antennas by Ed Noll, 1970: \$5

CQ-DX Annual. 1948. 1st Edition, 1st Printing. \$8

Ham Radio Incentive Licensing Guide, W2UUN (Bert Simon), Tab, 1959. \$2

Second Class radio/Telephone License Handbook, Sams, 1974: \$3

NRI coursebooks, 9 books from 1968 course, nice: \$4

Bell System Technical Journal, Index to Volume 9, 1930: \$2

Fifty Years Of The ARRL, 1981, 1st Edition: \$7

From boatanchors@theporch.com Fri Jun 2 16:48:21 1995

Date: Fri, 2 Jun 1995 11:48:21 -0500

Message-Id: <199506021648.AA06363@cruz.com>

From: Bill VanAlstyne <bill@cruz.com>

Subject: Missing R-390A manual pages

I recently acquired a real clean R-390A (EAC) from Steve Pazar -- thanks Steve! -- but the manual he copied for me is missing several key diagrams. Here's a summary of what I (we, actually) need:

Section 5:

p. 5-29 -> 5-30 Fig. 5-11 Power Distribution Diagram
p. 5-31 -> 5-34 Fig. 5-12 Signal Flow Diagram

Section 6:

p. 6-63 -> 6-64 Fig. 6-35 Main Frame Wiring Diagram
p. 6-71 Fig. 6-37 Front Panel
p. 6-72 Fig. 6-38 Rear Panel

I'd like to get copies of these diagrams from whatever source I can -- ideally full-size, but shrunken photocopies will suffice. That's what all the rest of mine are.

Any advice appreciated.

Billm N6FN

From boatanchors@theporch.com Fri Jun 2 18:39:06 1995
Date: Fri, 2 Jun 1995 13:39:06 -0500
Message-Id: <CPLAN030.TFMA.985828110095153FCPLAN030@ION.CHEVRON.COM>
From: "Marcotte, T F (T)" <TFMA@chevron.com>
Subject: More R-388 Postscript Woes

From: Marcotte, T F (Tom)
To: OPEN ADDRESSING SERVI-OPENADDR
Subject: More R-388 Postscript Woes
Date: 1995-06-02 13:22
Priority:

Thanks everyone for the input, however, still no print.

To answer several person's questions, I am using an IBM Thinkpad 486 with a Compaq Postscript printer.

I've tried this:

copy a:\r388.ps prn:

and this

print r388.ps

Neither worked, although I did get the filename to print (well, its something).

I have a Mac too. Is it easier over there in Mac land?

73 de tom

From boatanchors@theporch.com Sat Jun 3 00:09:30 1995
Date: Fri, 2 Jun 1995 19:09:30 -0500
Message-Id: <m0sHgji-000uH6C@twisto.eng.hou.compaq.com>
From: Dave=Sharp%Legal%Corp=Hou@bangate.compaq.com
Subject: re: More R-388 Postscript Woes

Now that I have the whole message, I see you've tried most of what I suggested, but you didn't specify the shell or pure DOS.

Anyway, I generally don't mess with PS files. I have several million pages of ..TIF files on the 80 or so GB I have here in my lab. We are considering going to .PDF file format. I may have one of my minions write a windows viewer for some of this IF I can break someone off for a week or so. maybe I can get someone to do a weekend lark...

Let me know if the pure DOS copy R33.PS LPT1: works. I can escalate this easily.

Dave

From boatanchors@theporch.com Sat Jun 3 03:12:34 1995
Date: Fri, 2 Jun 1995 22:12:34 -0500
Message-Id: <9506022201.aa18927@jackatak.theporch.com>
From: Fire Bottle archive handler <firebotl@jackatak.theporch.com>
Subject: More R-388 Postscript Woes

Tom (and other Mac-enabled BA types ;^)

> Thanks everyone for the input, however, still no print.
Oh dear... it should be easy...

> I have a Mac too. Is it easier over there in Mac land?
I think so... I am at my Unix box, and the Mac is busy with someone else's work, but as I recall, I launched the laserwriter utility application and "sent" the file to teh printer and out popped the dial... it was easy and neat...

I am *certain* no one meant it to be frustrating or difficult... just a tad obscure... ;^)

--

73

Jack, W4PPT/Mobile (75M SSB 2-letter WAS #1657/#1789 -- both all mobile! ;^)
- - - BoatAnchor Mailing List Archiver/Owner - - -
firebot1@jackatak.theporch.com - "Plus ca change, plus c'est la meme chose"

From boatanchors@theporch.com Fri Jun 2 15:23:54 1995
Date: Fri, 2 Jun 1995 10:23:54 -0500
Message-Id: <Pine.BSI.3.91.950602110416.745C-100000@laurel.us.net>
From: Tony Stalls <ras@us.net>
Subject: Net Provider Problems

Just a note to all to let you know that I am not receiving any Internet e-mail at ras@us.net right now since my provider is having serious problems and I apparently do not have an e-mail inbox any more. As they have been in a varying state of disrepair for the last month or so, I am actively seeking another provider. In the interim, I'm still downloading the DAILY.BA digest. You can also use my alternate rstalls@capaccess.org address, although it's hard to access and I can't check it as often.

73,
Tony
K4KY0

From boatanchors@theporch.com Fri Jun 2 16:10:09 1995
Date: Fri, 2 Jun 1995 11:10:09 -0500
Message-Id: <CPLAN030.TFMA.462403090095153FCPLAN030@ION.CHEVRON.COM>
From: "Marcotte, T F (T)" <TFMA@chevron.com>
Subject: R-388 Dial Postscript, How to Print?

From: Marcotte, T F (Tom)
To: OPEN ADDRESSING SERVI-OPENADDR
Subject: R-388 Dial Postscript, How to Print?
Date: 1995-06-02 10:55
Priority:

I downloaded the R-388 dial postscript file from BA last week, but being PC challenged, haven't got a clue how to print the darn thing.

I asked two of our best computer jocks here, and they immediately issued very specific how-to's which at first sounded very customer focused and impressive, but guess what, still no prin R-388 dial, just code :-(

Q: How do you print that gibberish postscript code to get it to look like an R-388 dial?

Aren't BA enthusiasts and computer nerds mutually exclusive? :-)

Merci
tom

tfma@chevron.com

From boatanchors@theporch.com Fri Jun 2 16:45:02 1995
Date: Fri, 2 Jun 1995 11:45:02 -0500
Message-Id: <Pine.SUN.3.91.950602093623.22515A-100000@crl111.crl.com>
From: Steven Wilson <randyw@crl.com>
Subject: Re: R-388 Dial Postscript, How to Print?

Tom if it is a .ps file it can be printed using a freeware software package ghostscript. You need a 386 or 286 computer. The zip files are located at oak.oakland.edu. If you want to go that route let me know, I have the actual file names and maybe the actual sub directory info - You need three files maybe four that are all zipped. So need pkunzip also. gs261ini.zip gs386.zip or gs286.zip Let me know if you want to go that route. de stan ak0b

From boatanchors@theporch.com Fri Jun 2 23:54:00 1995
Date: Fri, 2 Jun 1995 18:54:00 -0500

Message-Id: <Pine.3.89.9506021943.A12895-01000000@pipe2>
From: William Sohne <bsohne@pipeline.com>
Subject: Re: R-388 Dial Postscript, How to Print?

Hi

OK printing a PostScript file is an easy thing to do if you have the right stuff!!!

what you need to do

1) You need a PostScript printer!!! <usually have a little PostScript lable on the printer>

2) from a dos command line all you need to do is use the copy command
example if you have your postscript printer hooked up to lpt1:
you simply type in
>copy filename to lpt1:

that will send the postscrit file down to the printer.

if you dont have a postscript printer, you will get the postscript discription of that page!!<its a programming language for printers!!>

hope this helps

Bill

On Fri, 2 Jun 1995, Marcotte, T F (T wrote:

>
> From: Marcotte, T F (Tom)
> To: OPEN ADDRESSING SERVI-OPENADDR
> Subject: R-388 Dial Postscript, How to Print?
> Date: 1995-06-02 10:55
> Priority:
>
> -----
>
> I downloaded the R-388 dial postscript file from BA last week, but being
> PC challenged, haven't got a clue how to print the darn thing.
>
> I asked two of our best computer jocks here, and they immediately issued
> very specific how-to's which at first sounded very customer focused and
> impressive, but guess what, still no prin R-388 dial, just code :-(
>
> Q: How do you print that gibberish postscript code to get it to look like
> an R-388 dial?
>
> Aren't BA enthusiasts and computer nerds mutually exclusive? :-)

>
> Merci
> tom
>
> tfma@chevron.com
>
>
>

From boatanchors@theporch.com Sat Jun 3 00:33:02 1995
Date: Fri, 2 Jun 1995 19:33:02 -0500
Message-Id: <Pine.NXT.3.91.950602172850.1640F-1000000@nexttues.reed.edu>
From: "Aaron J. Grier" <agrier@reed.edu>
Subject: Re: R-388 Dial Postscript, How to Print?

On Fri, 2 Jun 1995, William Sohne wrote:

> 2) from a dos command line all you need to do is use the copy command
> example if you have your postscript printer hooked up to lpt1:
> you simply type in
> >copy filename to lpt1:

Umm.... shouldn't this be

copy <filename> lpt1:

if you did "copy filename to lpt1:", you'd get a copy of 'filename' with
the name of 'to'. :)

The Finn / VLA		"Feel the love: have a carrot!" -- Groovy Dave
Aaron J. Grier		DE CB EE 65 0D EE 3A 0C 1E D7 F5 4D 9E 02 3C C4
agrier@reed.edu		The above line contains a bunch of letters & numbers.

From boatanchors@theporch.com Fri Jun 2 13:06:30 1995
Date: Fri, 2 Jun 1995 08:06:30 -0500
Message-Id: <950602090147_19749284@aol.com>
From: JosephWP@aol.com
Subject: Re: R-388 PT0 Alternatives

Tom et al,

Yes, I still do have the PT0 for the 51J series.

It's still for sale for \$ 65 shipped.

Joseph Pinner +
Lafayette, LA
KC5IJD
EMail: josephwp@aol.com

From boatanchors@theporch.com Fri Jun 2 18:41:53 1995
Date: Fri, 2 Jun 1995 13:41:53 -0500
Message-Id: <Pine.SUN.3.91.950602113617.25249C-100000@crl7.crl.com>
From: Steven Wilson <randyw@crl.com>
Subject: R-390A contracts

Some how I managed to delete the messages with the contracts, who,
serial numbers, etc. Could someone who saved them forward me a copy.
Thanks - de stan ak0b
e-mail via randyw@crl.com

From boatanchors@theporch.com Sat Jun 3 03:15:29 1995
Date: Fri, 2 Jun 1995 22:15:29 -0500
Message-Id: <9506022205.aa19010@jackatak.theporch.com>
From: Fire Bottle archive handler <firebotl@jackatak.theporch.com>
Subject: R-390A contracts

Stan-

> Some how I managed to delete the messages with the contracts, who,
> serial numbers, etc.
it is in the BA archives...

send email to

listproc@theporch.com

and in the body,

get boatanchors R390A.users

and the list processor will mail it to you...

While you are at it, you may want to grab another index, because we
add files as often as good candidates show up...;^)

> Could someone who saved them forward me a copy.
If that doesn't work, let me know and I'll email it direct...

--

73

Jack, W4PPT/Mobile (75M SSB 2-letter WAS #1657/#1789 -- both all mobile! ;^)
- - - BoatAnchor Mailing List Archiver/Owner - - -
firebot1@jackatak.theporch.com - "Plus ca change, plus c'est la meme chose"

From boatanchors@theporch.com Fri Jun 2 19:23:17 1995
Date: Fri, 2 Jun 1995 14:23:17 -0500
Message-Id: <9506021919.AA17257@sciborg.uwaterloo.ca>
From: "JB" <jbarnard@chemistry.watstar.uwaterloo.ca>
Subject: R390A Bandwith Control problems

Hello All,

Recently, the bandwith switch on my R390A decided to "seize" up on me. I can switch between 2 and 4 kHz easily enough but can't switch to 0.1, 1, 8 and 16 kHz with any sort of ease. I presume that something on that switch needs to be lubricated or loosened. Anyone suggest where on that particular switch a high-friction area could occur and most importantly how to correct the problem.

thanks

John Barnard
jbarnard@chemistry.watstar.uwaterloo.ca

From boatanchors@theporch.com Fri Jun 2 19:30:33 1995
Date: Fri, 2 Jun 1995 14:30:33 -0500
Message-Id: <Pine.SUN.3.91.950602122550.25584C-100000@crl111.crl.com>
From: Steven Wilson <randyw@crl.com>
Subject: Re: R390A Bandwith Control problems

along the same lines what is a good LUBE and CLEANER that can be used on these switches ?

From boatanchors@theporch.com Sat Jun 3 02:39:42 1995
Date: Fri, 2 Jun 1995 21:39:42 -0500
Message-Id: <9506022126.aa18440@jackatak.theporch.com>
From: Fire Bottle archive handler <firebot1@jackatak.theporch.com>
Subject: Re-coning speakers

Hey gang-

I recall some discussions about this, so when I found a place that handles speakers, it seemed a natural for the list.

For those who have wondered about where one might get those "matching" speakers refurbished, re-coned, re-foamed, re-wired, rebuilt and repaired, I have been made aware of a source (NO financial or other interest in these folks, and no experience with them, either -- just passing it along)

Speaker Exchange
1250 E. Hillsborough Ave
Tampa, FL 33604
(813) 237-4800

You must send along a note listing the service you want performed and a phone number if you want a quote for the repair... They return the speaker COD.

--

73

Jack, W4PPT/Mobile (75M SSB 2-letter WAS #1657/#1789 -- both all mobile! ;^)
- - - BoatAnchor Mailing List Archiver/Owner - - -
firebot1@jackatak.theporch.com - "Plus ca change, plus c'est la meme chose"

From boatanchors@theporch.com Sat Jun 3 03:19:14 1995
Date: Fri, 2 Jun 1995 22:19:14 -0500
Message-Id: <MAILQUEUE-101.950602220929.288@vilas.uwex.edu>
From: "Terry O'Laughlin" <OLAUGHLIN@vilas.uwex.edu>
Subject: Refurbishing speakers

If you have speakers with foam or rubber surrounds that have deteriorated, you can repair them yourself without reconing. I have purchased several kits for this purpose from:

Stepp Audio Technologies
P.O. Box 1088
Flat Rock, NC 28731

800-747-3692

The work requires a little care but it is relatively easy. I use hi-fi speakers on my R-390A and R-388. I buy high quality ones with rotted foam surrounds for a song. The kits from Stepp that I purchased were \$12.95/ speaker and worked great.

73s Terry O'

From boatanchors@theporch.com Fri Jun 2 19:25:11 1995
Date: Fri, 2 Jun 1995 14:25:11 -0500
Message-Id: <9506021920.AA14979@ihurry.ih.att.com>
From: Michael.J.Knudsen@att.com
Subject: Re: T-50s and T-150s

Anyone ever see the Knught T-400, or maybe that was the T-150. Anyway, this came out during Knught's final phase, when they tried to get into top-end hamd and test gear. They had a 'scope with plug-ins, an auto-ranging VTVM (with motor-driven range switch!), and a Ham xmtr with a mainframe design into which you could plug front-panel items like modulators, VFO, and monitor scope. I seem to remember a big glass single-ended final PA in it. THis is all from the mid-'60s catalog descriptions. This line of high-end goods was yanked from the catalog after a couple years -- probably didn't sell very many, and most of those probably came back :-)

My first rcvr was a Knight R-100 ("290 points short of a classic"), which electroncially was one of the hottest single-conversion general coverage rcvrs ever made -- but physically, well, the price of tin musta been high even back then. The Q-multiplier worked a lot better and smoother than the xtal filters in the richer hams' SX99s and SX100s.

I've seen some pretty dirty grungy R100As at swap meets with close to \$100 price tags on them, which is surprising. I got \$70 for mine back in '71, wish I still had it. Especially since I found some replacement shaft couplers -- every Knight vernier drive seemed to develop backlash.
--mike k w9nrd
(BTW, "Knught" in the opening lines is "Knight-Kit" per the thread.)

From boatanchors@theporch.com Fri Jun 2 21:16:52 1995
Date: Fri, 2 Jun 1995 16:16:52 -0500
Message-Id: <F62G1143.F62G1157@mail.admin.wisc.edu>
From: TOM.A.ADAMS@mail.admin.wisc.edu
Subject: The Elusive Knight T-400

to: boatanchors@theporch.com

Gang,

There were a couple of comments about the Knight T-400 transmitter here. I remember it well (in catalogue form), and I also remember the total astonishment I felt when I first saw the ads. There was at least one ham mag review of it, based on one (possibly a hand made factory prototype?) that appeared at one of the trade shows (possibly CES?).

This rig was totally modular and upgradeable. The basic kit was a 400 watt (input?) CW transmitter (crystal controlled?). It could be upgraded to an AM rig (pretty sure it was carrier control screen modulation; Knight was always very big on that). I think the VFO was the next upgrade kit.

Beyond that, the upgrade kits got pretty revolutionary. An SSB generator (most likely phasing) could be had. I'm not certain, but I think the only kit competition in SSB from a major player at the time was the Heath SB-10.

The upgrade that REALLY grabbed me was one for a built-in monitor oscilloscope! THAT in itself is pretty unique; the only others I know of in commercial gear was in an Eldico linear amp, and the Central Electronics 100V.

At the time the ads came out, I was pretty stunned by them. For one thing, the transmitter used one of the 4X or 4CX family tubes (4X150A?) as a PA. These critters are the LAST tube I'd use in a kit rig! These things are VERY touchy in grounded cathode circuits; stage gain is so high that neutralization and parasitic problems would keep the Allied Service Department busy for a LONG time. All that's needed to send the PA stage off to the races is a MINOR change in wiring layout, and in a kit that's a BIG wild card variable.

For another thing the projected price of the rig was outasite!

Most people built kits then to save a few bucks. This beast, loaded full house, came in at \$1500 - \$2000, in 1960's dollars. By comparison, a Collins KWM-2 and linear became a viable competitor pricewise.

I never saw one of these beasts in the flesh. I rather doubt that actual production and shipping commenced on it. Has ANYONE here ever seen one?

I did, however, run into a Knight-Kit employee at the time. He was at the old HamFester's Picnic in Chicago, with a bunch of Allied surplus to sell. >From him, I purchased a plate transformer and choke purported to be from the T-400 project.

From that transformer, and from Knight Kit design practices at the time, I can deduce that the power supply probably was a half wave voltage doubler, feeding a single section choke input filter. Power amp B+ was in the area of

1500 VDC, which is in the ballpark for the tube and power level.

Well, that's what we've got on the rig so far. Does anyone else have anything to contribute to this unicorn hunt?

73's,

Tom, K9TA

From boatanchors@theporch.com Fri Jun 2 22:32:08 1995
Date: Fri, 2 Jun 1995 17:32:08 -0500
Message-Id: <9506022229.AA16639@ihurry.ih.att.com>
From: Michael.J.Knudsen@att.com
Subject: Re: The Elusive Knight T-400

Nice posting by Tom. Guess I was wrong about the "glass" final; it must have been a ceramic, since there wasn't room for a 400TL :-)

I do remember the AM modulator being carrier-control screen mod -- a DX40 on steroids. At least around 3-land CC modulation led the other OM to figure you had a Heathkit.

Maybe the 4CX final was grounded-grid? Would that be more stable? I do remember being taught to use a similar tube in the grounded-cathode final PA at MIT's club station W1MX. The screen current was S00000 touchy that a few moments of mistuning would blow the final. I was so nervous that I either tuned it up Class C for RTTY or ran the 6-mtr rig across the shack.

I think the base price was about \$400, but as Tom says by the time you finished it could get pretty steep. Actually, the add-ons should have been much cheaper than the mainframe, which had the final and hulking PS.

Even if I'd had the wealthy paranets at the time, I wouldn't have bought into it, since Allied did not stock parts for discontinued items very long. When the R100A replaced the R100, I tried to buy the S-meter that I'd originally omitted to save \$10, and it was already unavailable. So the only safe way to buy a T-400 would've been to buy the whole thing at once, and yes, a Collins rig was only \$1000 in the catalog.

BTW, I did buy and build a TR-106 6-mtr AM xcvr and matching VFO while in Boston, ca 1967. Not a bad set, but same rotten vernier drive problems. Otherwise pretty rugged. --mike k w9nrd

From boatanchors@theporch.com Fri Jun 2 12:27:29 1995

Date: Fri, 2 Jun 1995 07:27:29 -0500
Message-Id: <199506021221.IAA03101@bear.MOTOWN.GE.COM>
From: "S. Miller" <smiller@motown.ge.com>
Subject: TR4C PTO adjustment

This bounced when I tried to go direct so I'll post to the group.
Take the pto can off by using long needle nose pliers or hemostats to pinch the clips that hold the can to the housing. There is one clip on each side. Also remove the spring that runs from the tensioning bar to the hole on the outside of the can. You will see this spring as soon as you get the covers off the radio. If there are tubes in the way remove them as you will need room for your hand and an allen wrench. The adjustment you want is right under pto coil on the front "plate" of the pto. Look where the coil mounts to this plate. Look right under it and you will see a hole. It is not easy to see this hole but it is there. Inside is a small allen screw maybe 1/16 of an inch (as I sit here I can't remember), carefully try several wrenches until you get one that is right on as you do not want to muck this screw up. I find that I use the long part of the allen wrench on this screw, running the wrench parallel to the pto coil and into the hole. The rest is by feel. Tightening the screw takes up the slack and vice-versa. It's a simple thing once you realize what's going on. Be carefull and don't do this with the radio plugged in.
Steve Kd2Ed

From boatanchors@theporch.com Sat Jun 3 02:32:56 1995
Date: Fri, 2 Jun 1995 21:32:56 -0500
Message-Id: <950602222642_20636844@aol.com>
From: KD0HG@aol.com
Subject: Trigger

OK--now we got a good string going on 'ol Ben Cohen and Allied/Knight, how's about Irael Treger's Trigger Electronics on North Avenue in Oak Park? Who's been there? kd0hg

From boatanchors@theporch.com Sat Jun 3 03:46:49 1995
Date: Fri, 2 Jun 1995 22:46:49 -0500
Message-Id: <F62M4129.F62M4139@mail.admin.wisc.edu>

From: TOM.A.ADAMS@mail.admin.wisc.edu
Subject: Trigger Electronics

to: boatanchors@theporch.com

I was only at Trigger once. They had one feature for the local FM guys that I thought was kinda neat.

Back then, 2 metre FM was almost exclusively converted commercial rigs, and the vast majority of Chicago FM activity was 146.940 MHz.

As a service to the boys who didn't have a counter or deviation meter, the guys at Trigger kept an FM receiver in the front window with oversized meter movements attached to measure discriminator zero and deviation. Any time, 24 hours a day, you could pull up in front of the store, key up on .94, and set your mobile's frequency warp trimmer and deviation pot accurately!

I've got a bit of Trigger memorabilia here.

It seem that they kept a stock of FT-243 crystals for the ham bands, especially for the Novice subbands.

These folks were never the type to miss an advertising possibility, so in addition to the frequency markings, each crystal had silkscreened on the cover

TRIGGER ELECTRONICS WE BUY LATE MODEL USED HAM GEAR

As I remember, these guys also instituted the somewhat obnoxious habit of demanding to see an operator's license before selling you a piece of transmitting gear. It seems that they didn't much like hearing all those DX-100s and Valiants on 11 metres, and they decided to do something about it.

73's,

Tom, K9TA

From boatanchors@theporch.com Fri Jun 2 12:49:54 1995
Date: Fri, 2 Jun 1995 07:49:54 -0500
Message-Id: <m0sHVq7-00003kC@next3.acme.ist.ucf.edu>
From: clarke@acme.ist.ucf.edu (Thomas Clarke)
Subject: Vacuum Impregnation

The discussion of enamel wire puts me in mind of something I have been thinking of - the vacuum impregnation of transformer windings.

It seems to me that the power transformers are one of the most

susceptible to breakdown and hard to replace items in BAs. High voltages between windings and windings and core, old insulation deteriorated by moisture etc are definite Achilles heels.

It also seems to me that plastic materials are much better today than they were in the good old days. Epoxies, urethanes, silicones etc

are much more stable insulators than the old enamels, varnishes, wax etc.

Now I wonder if you could vacuum impregnate an old transformer with epoxy or urethane or ??? so as to forestall breakdown or possibly even heal an existing insulation breakdown?

I can imagine trying to do this at home, but arranging a pump and a chamber and a way to put the winding into a vat of liquid plastic

so that it is forced into the vacuum filled spaces in the windings

by air pressure when the vacuum is relieved, makes me shudder with visions of plastic splashed everywhere.

So, I wonder is there a service where I could ship a transformer or inductor for vacuum impregnation?

Tom Clarke
KE4VFH

From boatanchors@theporch.com Fri Jun 2 23:15:49 1995
Date: Fri, 2 Jun 1995 18:15:49 -0500
Message-Id: <Pine.ULT.3.91.950602174820.29737A-100000@dua150.kpt.emn.com>
From: "Barry L. Ornitz" <ornitz@EMNGW1.emn.com>
Subject: Re: Vacuum Impregnation (and transformer repair)

On Fri, 2 Jun 1995, Thomas Clarke wrote:

> The discussion of enamel wire puts me in mind of something I have
> been thinking of - the vacuum impregnation of transformer windings.
>
> It also seems to me that plastic materials are much better today than
> they were in the good old days. Epoxies, urethanes, silicones etc
> are much more stable insulators than the old enamels, varnishes,
> wax etc.

Yes, but...

The new materials are not always compatible with the old. The solvents used in the more modern materials may dissolve the original insulating material.

- > Now I wonder if you could vacuum impregnate an old transformer with
- > epoxy or urethane or ??? so as to forestall breakdown or possibly
- > even heal an existing insulation breakdown?

I think re-impregnation MAY be possible with some transformers. This might forestall future breakdown but once an insulation breakdown has happened, there are conducting carbon paths that must be cleaned away before new insulation can do any good.

- > I can imagine trying to do this at home, but arranging a pump and
- > a chamber and a way to put the winding into a vat of liquid plastic
- > so that it is forced into the vacuum filled spaces in the windings
- > by air pressure when the vacuum is relieved, makes me shudder with
- > visions of plastic splashed everywhere.
- >
- > So, I wonder is there a service where I could ship a transformer or
- > inductor for vacuum impregnation?

Most motor rewinding shops have such equipment along with commercial impregnating resins. These resins usually cure at an elevated temperature so the original transformer must be capable of withstanding this baking process. The wire leads on most small transformers are not - these were usually added to the original transformer after impregnation anyway. Modern miniature transformers with plastic bobbins are not good candidates for impregnation.

Probably the best thing you can do for old BA transformers is to properly dry them before use. This often means taking them out of the BA and baking them for several days in a low temperature oven at approximately 150 to 175 F (65 to 80 C). I fortunately have access to a good convection laboratory oven here at work, because my wife is just not that understanding of BA restoration! I really mean several days too; diffusion of trapped water inside a big transformer is rather slow. Do not try to rush the process with a higher temperature because if the trapped water turns to steam inside the windings, the transformer can explode. Using a variac and bringing up the voltage over a period of several days, similar to the reforming process for electrolytic capacitors, is an poor alternative to baking the transformer (and it is somewhat more risky since a replacement transformer is usually hard to find or expensive - electrolytics are cheaper and easier to replace).

A good motor repair shop might be able to help you here too. They often bake out motors that have been flooded. I would not expect that baking and impregnation by a motor shop would be very expensive.

[A personal note here: I had our company motor shop wind a custom electromagnet for me once for a rush project. A note to their supervision thanking the fellows in the shop for doing such a good job so quickly was very well received. These fellows normally rebuild big motors, from a few HP to those big enough to stand up in; my job was quite different - they had fun doing something small and precise for a change. The combination of getting praise in their personnel file (always good at raise time) and a fun project made me some new friends! I now have a standing offer of help by the motor shop whenever I have a personal job...]

I have often found that many older transformers have failed where the external leads are attached to the internal windings. These connections are often fragile. Copper actually dissolves in most solder, so often the already fine wires are further thinned at the connection. [Ersin, my favorite brand of solder, makes a copper-saturated solder that will prevent this. I rarely buy this alloy because it has a higher melting temperature. Likewise, there are special silver containing solders that should be used when soldering silver-plated parts and ESPECIALLY Tektronix ceramic terminal strips.] Sometimes you have to cut back the top few layers of transformer insulation to expose these connections.

After repairing the internal connections, I usually use some 3M Scotch glass-cloth high temperature tape to hold things in place. I finish with the red, high-temperature silicone (RTV-60) to re-insulate things. Sometimes I use epoxy or polyester resin. Make sure everything has cured properly before putting the end bells back on the transformer. You can buy the red silicone as a Permatex gasket material. Even the regular blue Permatex silicone works fairly well.

Remember that BA transformers can be LETHAL with high voltage. Be safe and check everything twice before trusting any repair work you do on them. A three-wire line cord with a properly grounded chassis is one BA modification that should ALWAYS be done. Authenticity is no substitute for safety! If you absolutely must have a potentially hot chassis, invest in a good isolation transformer. It might save your life!

73, Barry WA4VZQ ornitz@emn.com

From boatanchors@theporch.com Fri Jun 2 19:21:05 1995
Date: Fri, 2 Jun 1995 14:21:05 -0500
Message-Id: <Pine.SUN.3.91.950602121620.17021C-100000@crl.crl.com>
From: Steven Wilson <randyw@crl.com>
Subject: Wanted R-390A

Price and condition ?

email via rndyw@crl.com
Regards stan ak0b

From boatanchors@theporch.com Fri Jun 2 14:52:07 1995
Date: Fri, 2 Jun 1995 09:52:07 -0500
Message-Id: <Pine.PCW.3.91.950602044435.7927A-100000@dip004.pixi.com>
From: Dave Creek <dcreek@pixi.com>
Subject: Re: What's "M1" mean?

On Thu, 1 Jun 1995, David Stinson wrote:

> Lots of my SCR-274N Command Set units have "M1"
> on them somewhere. Some are stamped, some stenciled.
> I even have one hand painted.
> Anyone know what the "M1" is all about?

This indicates a Modification Work Order (MWO) was done on this unit. The MWO's were published as changes to the original tech manuals. Some MWO's were only done at depot level and the depots had rubber stamps made to mark the units. Other MWO's could be done in the field and the designator was stenciled or painted on.

73 es Aloha,

Dave Creek, NH6BA
Ewa Beach, HI

From boatanchors@theporch.com Sat Jun 3 04:26:19 1995
Date: Fri, 2 Jun 1995 23:26:19 -0500
Message-Id: <Pine.SUN.3.91.950602211119.6558A-100000@coyote.rain.org>
From: "Ray L. Mote" <rmote@rain.org>
Subject: Re: What's "M1" mean?

Dave asked about the "M1" marking on his SCR-274-N units. T.O. 08-40-2 dated 21 December 1944 and T.O. 16-40-2 dated 16 March 1945 (which replaced the earlier version) are titled "REDUCTION OF PRECIPITATION STATIC -- SCR-183 SERIES, SCR-283 SERIES, SCR-274-N, BC-348-J, BC-348-N AND BC-348-Q".

In these, the common thread was:

- a) Place a 1-megohm, 1/2-watt resistor from the antenna terminal to ground.

b) Mark the unit with half-inch high letters reading "M-1".

In the SCR-183 and SCR-283, the mod was applied to the BC-198 and BC-408-series antenna relays, between the "REC" binding post and ground. In the SCR-274-N series, the mod was applied to the BC-442-A and BC-442-AM antenna relays between the "REC" binding post and ground. In the BC-348-J/N/Q receivers, the resistor was also run from the antenna post to ground.

A call to Fred Raper yielded the opinion that the same applied to "M1" found on the SCR-274-N receivers, but he had nothing firm (in black and white) to back this up. No idea what to think if found on transmitters.

T.O. 16-1-46, dated 30 June 1945, is titled "CHANGES FROM HIGH TO LOW IMPEDANCE OUTPUT FOR AIRBORNE COMMUNICATIONS EQUIPMENT AND AIRCRAFT RADIO SYSTEMS". It dealt with communications and navigation equipment, including the SCR-274-N. A tiny note in the equipment lists indicates that the BC-453-E, BC-454-E, BC-455-E receivers and the BC-456-E modulator were designed for low impedance *only*. However, there is no mention of an "M-1" marking in the instruction, only the standard label: "NOTICE CONNECTED FOR LOW IMPEDANCE OUTPUT" in a 1-inch-square block.

Hope this helps. Anybody else have more info on this?

From boatanchors@theporch.com Sat Jun 3 03:56:16 1995
Date: Fri, 2 Jun 1995 22:56:16 -0500
Message-Id: <199506030347.UAA07397@netcom14.netcom.com>
From: ebarbour@netcom.com (Eric Barbour)
Subject: your list

I'm interested in your list of old electronics,
please tell me how to access. Thank you.

Eric Barbour
GLASS AUDIO, VTV NEWS
ebarbour@netcom.com (408)733-6146 fax